(in rupees)

Name of the Institution	1983-84	1984-85	1985-86
1. Himachal Saiaswati Sanskrit Vidyalaya Jangla, Rohru.	3150	3150	—
2. Sanskrit Shodh Sansthan, Bharati Bihar Mashobra, Simla.	12,000	3,500	8,500
3. Baudh darshan Vidyalay Keylong, Distt. Lahanla Spiti.	—	1,24, 96	1,12.275

(c) The grant for 1986-87 will depend on the specific proposal from each college and the recommendation of the Grants Committee of this Ministry.

(d) The Government have so far not decided to take over the college.

(e) Does not arise.

Introduction of an inter-city train between Rajkot and Ahmedabad

210. SHRI CHIMANBHAI MEHTA: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have received any suggestion from MPs and several institutions from Saurashtra for the introduction of an inter-city train between Rajkot and Ahmedabad;

(b) if so, the details thereof and Government's reaction thereto;

(c) whether Government have received any suggestions for more summer specials or holiday specials from Saurashtra to Bombay; and

(d) whether it is a fact that summer specials are cut down drastically in comparison to that of last year on Rajkot-Bombay Railway line?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) Yes, Sir.

(b) An inter-city train between Rajkot and Ahmedabad is being planned from the next time-table.

(c) Yes, Sir.

(d) Yes, Sir.

Wagons demand by Gujarat

211. SHRI CHIMANBHAI MEHTA: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that there is a big gap between demand and allotment of wagons for carrying coal by coal authorities for supply of coal, Gujarat; if so, what are the details during the last three years;

(b) what is the demand for wagons and the actual allotment to Gujarat; and

(c) whether the Department are aware of the fact that big scale theft of coal is going on with the connivance of Railway employees and Railway Protection Force in Gujarat particularly in Ahmedabad?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) The gap has been narrowed down over the years. The details of actual demand and loading during the last three years are given below:

(in terms of four-wheeler wagon)

Year	Demand (i.e. programmes filed.)	Loading per day
1983 . .	1425	999
1984 . .	1520	1151
1985 (up to Oct. '85)	1716	1338

The gap between demand and loading is on account of shortage of steam coal and higher demand of slack coal by the power houses.

(c) No, Sir. No large scale thefts of coal with the connivance of railway employees and Railway Protection Force has been reported in Gujarat, particularly in Ahmedabad.

Fazilka-Bhatinda Metre gauge line

212. SHRI F. M. KHAN: Will the Minister of TRANSPORT be pleased to refer to the reply to Unstarred Question 1013 given in the Rajya Sabha on the 5th March, 1986 and state:

(a) whether Government have laid down any norms/standards to judge the economic remunerativeness of any particular railway line;

(b) if so, what are the details thereof;

(c) what is the number of passengers carried on Fazilka-Kotkapura and Kotkapura-Bhatinda sections of the Fazilka-Bhatinda metre gauge rail line, separately and the wagon-loads of goods trains carried between Fazilka and Bhatinda during the last two years and the earnings made by the Railways on both these counts, separately; and

(d) to what extent these earnings of the Railways meet the criteria of remunerativeness of the railway lines?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) The Railways normally take only the financial viability of a project into consideration, for which the criterion laid down is the internal rate of return (IRR), which, at present, is set at 10 per cent. The project report is, however, also examined for keeping the broader national interest in view. Where considered relevant economic costs and benefits are also considered even though the same may not specifically enter the financial return.

Whenever it is seen that the construction of the project may lower the total resource cost of transport to the economy, the project is recommended, even though on strict financial criteria it may not be remunerative. Such cases are then referred to the Planning Commission for a final view.

(c) information regarding section-wise number of passengers carried and the earnings therefrom is not maintained. The number of wagons carried between Fazilka and Bhatinda during 1984-85 was 63 in one direction and 61 in the other, while in 1985-86 it was 90 wagons each way per day. Information on section-wise earnings from goods traffic is also not maintained.

(d) Remunerativeness of a gauge conversion project depends, not on the current earnings from the M.G. line but on the cost savings due to lower operating expenses that the Railways and the economy can achieve by conversion. On this criterion, the project has not been found worthwhile.

Allotment of Book Stall at Guwahati Railway Station

213 SHRI PRITHIBI MAJHI: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that during February, 1985, the Railway Board allotted a book stall direct to M/s.